

**Amendments to the Specification:**

Please amend the specification as follows:

-Please amend the second full paragraph on page 3 as follows:

In order to accomplish the aforementioned and other objects of the present invention, an automotive lane deviation prevention apparatus comprises ~~an automotive lane deviation prevention apparatus comprises~~ a processor programmed to perform the following, executing vehicle yawing motion control by which a host vehicle returns to a central position of a driving lane, when the host vehicle is traveling on predetermined irregularities formed on or close to either one of a left-hand side lane marking line and a right-hand side lane marking line of the driving lane.

-Please amend the paragraph spanning pages 4-5 as follows:

According to another aspect of the invention, a method of preventing lane deviation of a host vehicle employing braking force actuators that adjust braking forces applied to respective road wheels, the method comprises detecting whether the host vehicle is traveling on predetermined irregularities formed on or close to either one of a left-hand side lane marking line and a right-hand side lane marking line of a driving lane, and executing lane deviation prevention control by ~~feedback-controlling~~ **feedback control of** the braking forces applied to the road wheels so that the host vehicle returns to a central position of the driving lane, when the host vehicle is traveling on the predetermined irregularities.

-Please amend the last paragraph on page 5 as follows:

Fig. 4 is a predetermined host vehicle speed ~~V~~ **versus** ~~y~~ decision threshold value  $S_{limit}$  characteristic map used for the LDP control routine of Fig. 2.

-Please amend the third paragraph on page 6 as follows:

Fig. 7 is a predetermined host vehicle speed ~~V~~ **versus** ~~y~~ proportional gain K2 characteristic map used for the LDP control routine of Fig. 2.

-Please amend the paragraph spanning pages 9-10 as follows:

The ACC system equipped rear-wheel-drive vehicle of the embodiment of Fig. 1 also includes a stereocamera with a charge-coupled device (CCD) image sensor, simply, a charge-coupled device (CCD) camera (a picture image pick-up device) 13 and a camera controller (serving as a lane marking line detector) 14 as an external recognizing sensor, which functions to detect the current position information of the ACC system equipped vehicle (the host vehicle) within the driving lane (the host vehicle's traffic lane) and whose sensor signal is used for lane deviation prevention control. Within camera controller 14, on the basis of an image-processing picture image data in front of the host vehicle and captured by CCD camera 13, a lane marker or lane marking (or a white lane marking line by which two adjacent lanes are divided), such as a white line, is detected and thus the current host vehicle's traffic lane, exactly, the current position information of the host vehicle within the host vehicle's driving lane, is detected. Additionally, the processor of camera controller 14 calculates or estimates, based on the image data from CCD camera 13 indicative of the picture image, a host vehicle's yaw angle  $\phi$  with respect to the sense of the current host vehicle's driving lane, a host vehicle's lateral displacement or a host vehicle's lateral deviation X from a central axis (a reference axis) of the current host vehicle's driving lane, and a curvature  $\beta$  of the current host vehicle's driving lane. The host vehicle's yaw angle  $\phi$  means an angle between the sense of the current host vehicle's driving lane and the host vehicle's x-axis of a vehicle axis system (x, y, z). When the white lane marker or lane marking, such as a white line, in front of the host vehicle, has worn away or when the lane markers or lane markings are partly covered by snow, it is impossible to ~~precisely certainly recognize~~ **precisely recognize with certainty** the lane markers or lane markings. In such a case, each of detection parameters, namely, the host vehicle's yaw angle  $\phi$ , lateral deviation X, and curvature  $\beta$  is set to "0".

-Please amend the paragraph spanning pages 20-21 as follows:

With the previously-noted arrangement, as can be seen from the time period C of each of the time charts of Figs. 6A-6E, ~~the count value  $T_{sFL}$  of the count-down timer is still less than or equal to predetermined value  $T_{sL}$~~  when front-left wheel acceleration  $dV_{wFL}$  becomes greater than decision threshold value  $S_{limit}$  (see the time period C of the time chart of Fig. 6A) ~~and thus~~ the count value  $T_{sFL}$  of the count-down timer is initialized to initial set value  $T_{s0}$  and then gradually decremented (see the time period C of the time chart of Fig. 6B). On the other hand, the count value  $Tr_{sFL}$  of the road-surface irregularities estimation timer is gradually incremented (see the time period C of the time chart of Fig. 6D). Thereafter, if front-left wheel acceleration  $dV_{wFL}$  becomes greater than decision threshold value  $S_{limit}$  again during a time interval from the time when the count value  $T_{sFL}$  of the count-down timer becomes less than or equal to predetermined value  $T_{sL}$  to the time when the count value  $T_{sFL}$  of the count-down timer becomes less than or equal to “0”, that is, when front-left wheel speed  $V_{wFL}$  tends to increase at a substantially constant time period ( $T_{s0} - T_{sL}$ ), the count value  $T_{sFL}$  of the count-down timer is set again to initial set value  $T_{s0}$ . As a result of this, as can be seen from the time period C of the time chart of Fig. 6D, the count value  $Tr_{sFL}$  of the road-surface irregularities estimation timer continues to increase (see the relationship between the road-surface estimation starting flag  $Fr_{sFL}$  and the count value  $Tr_{sFL}$  of the road-surface irregularities estimation timer in Figs. 6C and 6D). On the contrary, as can be seen from the time periods A and B of each of the time charts of Figs. 6A-6E, when the host vehicle momentarily stamps across an obstacle (e.g., a stone) fallen into the road surface or a protruding portion on the road and thus front-left wheel speed  $V_{wFL}$  temporarily greatly changes and fluctuates (see the time periods A and B of the time chart of Fig. 6A), the count value  $T_{sFL}$  of the count-down timer is temporarily set to initial set value  $T_{s0}$ , and then gradually reduces down to “0”, and finally becomes “0” (see the time periods A and B of the time chart of Fig. 6B). As a result of this, the count value  $Tr_{sFL}$  of the road-surface irregularities estimation timer, gradually increasing, becomes “0” immediately when the

count value  $T_{SFL}$  of the count-down timer becomes “0” (see the time periods A and B of each of the time charts of Figs. 6B and 6D).